

PRICE ONE CENT.

NEW YORK, MONDAY, JANUARY 15, 1894.

PRICE ONE CENT.

BOARDS WANTED.—Only 30c. for a 14-Word Advt. in The World.

LAST EDITION 20 DEAD KNOWN.

Some of the In-
jured in Hospi-
tals Will Die.

LIST GROWING.

Awful Scenes on the
Meadows at Hacken-
sack Bridge.

REAR-END COLLISION.

Three Cars of the Dover
Express Telescoped by a
South Orange Train.

RELIEF WAS SLOW.

The Mangled Corpses Taken
to Crane's Morgue
in Hoboken.

An awful wreck occurred about 8:20
o'clock this morning on the Morris and
Essex branch of the Delaware, Lacka-
wanna and Western Railroad, at the
Hackensack bridge, about one-eighth
mile from the East Bergen tunnel and
quarter mile from Marion.

The 7:55 South Orange accommodation
ran into the Dover express, which had
slowed up just before reaching the bridge,
and telescoped the three rear cars of the
Dover express.

The number of dead was reported to
be from twenty to twenty-five, with as
many injured.

The names of the dead and injured,
as far as learned, follow:

The Dead.

J. H. RIMMER, of Summit, N. J., cashier for
B. W. Doocock, 20 Broad street, this city.

EDWARD MORRELL, of Summit, N. J., sales-
man for the Smith Typewriting Company.

T. J. BEGAN, of Summit, N. J., civil engineer.

A. H. ROBERTS, of Summit, N. J.,

PATRICK RYAN, of Summit, N. J.,

THEODORE WHITE, son of Dr. White, of Sum-
mit, N. J.

JAMES GOETZ, of Basking Ridge, N. J.

DR. JOHN DOTY, of Basking Ridge, N. J.

W. L. GULLADEAU, of Montclair, N. J., traffic
manager of the Old Dominion Steamship Company;

officer of Montclair Club; leaves a wife and family.

W. L. TYLER, of Basking Ridge, N. J.

EDWARD KINNEY, of Basking Ridge, N. J.,

bookkeeper for Turner, Chandler & Seymour; leaves
a wife and four children.

JOHN BRUNDHILL, residence unknown.

WILLIAM FERGUSON, fifty-five years old, of
Summit, N. J.; employed in the Auditor's office
of the Western Union Telegraph Company; was in
the end car of the train that was telescoped; died
one hour and a half after he had been removed to
St. Mary's Hospital, in Hoboken; leaves a wife,
son and two daughters.

D. CAMERON, Summit, N. J.

A. H. GARDNER, Summit, N. J.

JOHN TURNINGTON, Summit, N. J.

E. FISHER, Summit, N. J.

Unknown man, supposed to be a New York clerk.

The Injured.

FREDERICK PIERSON, twenty-five years
old, employed in the Receiver's office of the Na-
tional Bank of Deposits; sustained internal
injuries; at St. Mary's Hospital; physicians say he
will die.

DAVID HOFFMAN, aged forty-five, lives at
South Orange; engineer of the South Orange ex-
press; injured about the head.

IRWIN MUEZ, Bremen of the South Orange ex-
press; injured internally about the head.

GARY H. SCHULTZ, Jr., aged twenty-four,

of Murray Hill, N. J., son of the well-known
mineral water manufacturer in this city, sustained a
compound fracture of the right thigh.

WALTER SCHULTZ, brother of Carl, aged four-
teen, who lives with his father in this city, and
is a student in a private school in Fifty-ninth
street; bruised and cut, but not seriously injured.

Among those at Christ's Hospital who
have been injured, but whose hurts have
not yet been reported on by the phy-
sicians, are the following:

E. W. GRAY, West Summit, N. J.; works in
Preferred Mutual Accident Company; left leg
broken and right hand smashed.

WASHINGTON IRVING, Short Hills, N. J.; legs
broken.

WILLIAM BARCLIFFE, Gladstone, N. J.; badly
scalded by steam.

ROAFLEE, 135 Fourth avenue, Newark;
right leg broken; injured internally.

Among those at St. Mary's Hospital are:

Miss FERGUSON, Summit, N. J.

LOUIS BOWDOIN, of Newark, N. J.

Dr. J. HAWKES, residence unknown.

W. J. REED, conductor of the South Orange
local.

EDWARD PIERSON, twenty-one, of 179 Sum-
mer avenue, Newark, N. J.

GORTIS MILLER, twenty-one, of 78 Belleville
avenue, Newark, N. J.

J. H. NICHOL, residence unknown.

W. A. WINTERMUTH, Newark, N. J.

A. H. GARDNER, residence unknown.

CHAS. ARNOLD, twenty-five, of Newark, N. J.

HARRY P. COWAN, twenty-eight, of Basking
Ridge, N. J.

EDWARD M. CLARK, thirty-three, of Bask-
ing Ridge.

GEORGE SPENCER, thirty-four, of Murray
Hill, N. J.

RICHARD MORRELL, of Summit, N. J.

FRANK NIBLO, of Newark, N. J.

CHARLES E. MINCHEN, twenty-seven, of
New York City.

ERNEST SCHAFER, of Basking Ridge, N. J.

Conductor JERRY GEORGE, of the Dover ex-
press.

The South Orange train was in charge
of Conductor W. T. Rudlo, with David
Hoffman as engineer and Irwin Metz as
fireman.

The Dover express was in charge of
Conductor George, with George Stricker
as engineer.

The scene of the accident is on the
Hackensack meadows. The drawbridge
is over the Hackensack River. The draw-
tuff is about eighty feet wide,
turning on a single pivot and operated by
steam.

A track-walker is said to have placed
two torpedoes on the track as a signal
for the Dover express to stop before
crossing the bridge.

The Dover train, it is said, was fully
five minutes late. The South Orange
train was on time. When the Dover
train stopped, it is claimed, a flagman
was sent back, but he had barely started
when the South Orange train came on
at full speed, and could not be stopped in
time to avoid a collision.

A passenger on the train following the
South Orange express told an "Evening
World" reporter that when his train,
which left South Orange at 8 o'clock, ar-
rived within a quarter of a mile of the
Hackensack bridge, it suddenly stopped.

The passengers all got out, and run-
ning ahead were horror-stricken by the
sight of the wreck.

Five bodies lay side by side. Some of
them were dreadfully mangled.

Another passenger was dying along-
side of the five already dead.

Workmen were breaking into the cars
to get out the bodies of the dead piled
fast in the wreck.

Passengers were standing around with
their heads banded.

One of the dead lying on the ground
was a woman.

A conductor told "The Evening
World's" informant that there were
certainly from twenty to twenty-five
persons killed.

Many of the uninjured passengers
started to walk to Hoboken.

At the East Bergen tunnel they got
aloud a Lyndhurst and Lackawanna
local of the Boonton Branch, and were
taken to Hoboken.

A passenger who reached New York
at 10:45 o'clock said he had counted fif-
teen dead bodies alongside the wreck.

How the Disaster Occurred.

D. D. Bidwell, of East Orange, who
was a passenger on the South Orange
train, which left that station at 8:01,
told "The Evening World" this story:

"The express was some two or three
minutes behind time, and was slowing
up at the bridge to make sure that the
draw was closed. Conductor Jerry
George was in charge of the train.

"The following train, No. 84, was on
full time. The Dover express did not
slow up sufficiently to allow the rear
brakeman to flag any coming train.

"Train 84 was running at the rate of
fully twenty miles an hour, though it
likewise should have slowed up in ap-
proaching the drawbridge.

"The engineer of this train, No. 84, in
consequence of the dense fog, particu-
larly heavy on the marsh and in the
vicinity of the river, did not see the

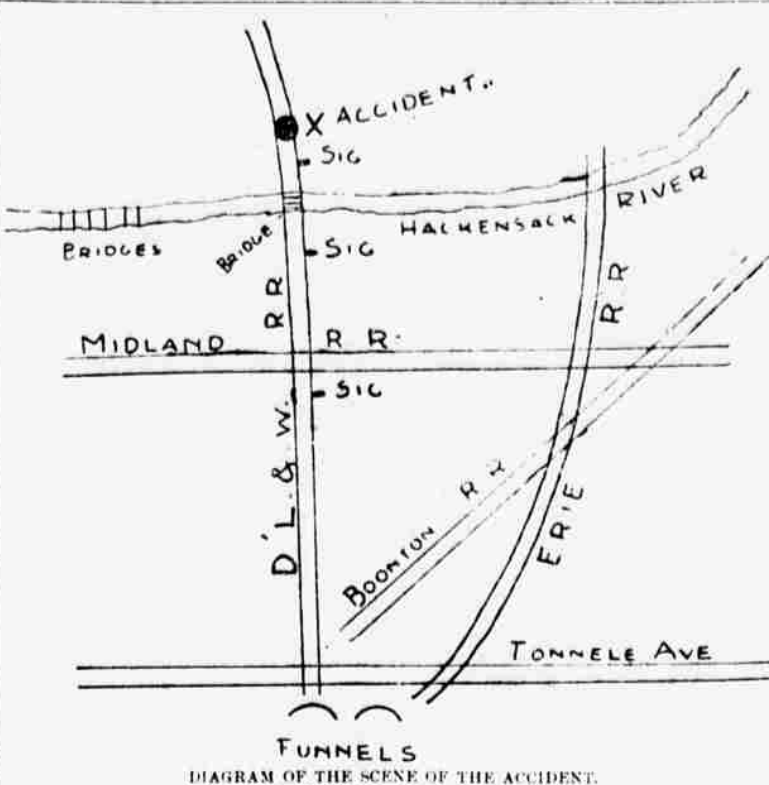


Diagram of the scene of the accident.
(X—Where the collision occurred.)

rear car of the Dover express in time
to prevent a collision.

"The locomotive of No. 84 struck the
rear car of the express, a smoker, and
telescoped it.

"The locomotive and the smoker to-
gether piled up on the car ahead of the
smoker. The smoker contained about
fifteen or eighteen passengers.

"The car ahead, on which the smoker
was piled, contained male and female
passengers.

"All the fatally injured, as far as I
could learn, were confined to these two
cars.

A Scene of Horror.

"A scene of awful confusion and ex-
citement ensued.

"All the uninjured passengers who
were on the trains, when they re-
covered somewhat from the shock
and terror, at once proceeded, assisted
by the trainmen and two doctors who
fortunately happened to be on the cars—
one of them being Dr. Thomas N. Gray,
of Brick Church, Orange—to do all in
their power to assist and rescue the in-
jured.

"I counted fourteen or fifteen dead
bodies.

"They were all on the west-bound
train, and were stretched on improvised
stretchers made up of the car seats.

"The bodies were all removed from
the two cars, the smoker and the pre-
ceding car of the Dover express.

"Overcoats were thrown over the
bodies and the faces concealed.

Two Women Among the Dead.

"I know that two of the dead bodies
were those of women. One of them
was a young girl, about seventeen years
of age. As they were all covered up as
completely as possible I was unable to
tell how the two women were dressed.

"Both bodies of the women were taken
from the car preceding the smoker on
the express.

"Among the bodies I noticed that of
an athletic-looking boy, about eighteen
years old. It was well dressed.

"The trainmen and physicians
were careful to prevent any close ex-
amination of bodies by outsiders, and I
was therefore unable to scrutinize the
dead.

"I also saw at least half a dozen pas-
sengers who were injured more or less
severely in the accident. Their wounds,
as far as I could see, were confined to
their heads, which were banded by the
doctors.

"I noticed that most of them were ap-
parently badly hurt, as much blood was
still soaking through the wrappings
around their heads.

Few Hurt on Train No. 84.

"To me it is a very strange thing that
all the passengers on train 84 escaped
without serious injuries. They were of
course somewhat bruised and jarred by
the shock, but none was in need of
medical assistance.

"The injured passengers and those who
were only slightly injured made their
way on foot or by the elevated to the
Hoboken Ferry-House.

"It was about 8:15 or 8:20 when the col-
lision occurred, as near as I can make
it."

Mr. H. P. Reed, another passenger on
the wrecked train, tells a graphic story
of the collision.

"I was in the car right behind the bag-
gage car," he said to an "Evening
World" reporter. "The car was crowded
with business men, nearly all of them
reading when the crash came.

The Awful Crash.

"We all heard a terrific crackling
noise, and on the instant we were
thrown off our feet, while a few panes
of glass fell out. For the moment we
did not realize the awful situation, but
when cries and screams of pain arose
from the rear cars we knew that a

of the track, and piling trucks and
heavier timbers in a confused mass.

Relief Came Slowly.

"When I left the scene nothing what-
ever had been done towards sending for
relief trains or physicians. I walked
several miles to the junction and caught
a train to the city."

Herman R. Simpson, of 690 Quincey
street, Brooklyn, arrived on the scene
within a short time after the wreck had
occurred. The excitement was then at
its height. He was a passenger on the
train which left Hoboken at 8:10 o'clock.
The train had got as far as Hacken-
sack, when it suddenly came to a stop
and the passengers got out.

"An immense crowd of people," said
Mr. Simpson to an "Evening World" re-
porter, "were walking down the track,
and all shouted that we could not get
past for several hours, as there was a
big wreck.

"I pushed ahead in the direction of
Newark and soon came upon the wreck.
There were several thousand people
around. Bodies were being taken out
and laid upon stretchers made out of
the broken timber and the victims' own
clothing laid upon it.

"Everything was confusion, and only
the bravest could look on or help. It
was an awful sight."

E. W. Gray, one of the passengers on
the Dover express, when seen immedi-
ately after the wreck, said that but for
the warning of one of the brakemen,
the loss of life would undoubtedly
have been much greater.

"When we approached the Hackensack
bridge," he said, "our train slowed up,
and the rear brakeman got off to signal
the Orange local, which was coming
behind.

"Suddenly the rear brakeman came
running back, and as he ran he yelled
for every one to jump for their lives.
Then a wild scramble followed, and I
got out with the others. Less than two
seconds after I had got out the crash
came."

Officials Retired.

C. J. Gumbrecht, Eastern Passen-
ger Agent of the Delaware, Lackawanna
and Western, was seen by an "Evening
World" reporter at his office, 429 Broad-
way. He refused to give any details of
the wreck, and said:

"We know nothing whatever. I heard
there was an accident, but we have re-
ceived no official notice that such is the
fact. All we know is what is reported
by the stock board 'ticker,' and you
probably know about as much as we
do. Good morning."

The appalling accident was the chief
topic of discussion in stock circles this
morning, because it was feared that
many brokers were on the train and
must have perished, or else were se-
riously injured.

Every scrap of news was eagerly de-
voured, and some brokers left the street
for the scene of the accident to render
assistance to friends and their families
if needed.

THEY LAY IT TO THE FOG.

Division Superintendent Reasoner, at
the scene of the wreck, stated that he
had been too busy to investigate the
causes which led to the disaster, but he
expressed the opinion that probably the
heavy fog prevailing at the time was
partially, if not wholly, responsible for
the accident.

Conductor W. T. Rudlo, of the South
Orange train, said:

"I believe it was all caused by the fog.
We were running at the usual rate of
speed, about two or three minutes be-
hind the Dover Express. Our rear flag-
man had been left at Newark to warn
the train behind us.

"We were running between two trains,
which with the dense fog, made our po-
sition anything but pleasant. I presume
the flagman on the front train didn't
have time to warn us in the usual man-
ner by placing by placing torpedoes on
the track. I won't be positive about
that, however."

"Was any attempt made to warn you
of your danger?"

"Of that I cannot say. I don't wish to
discuss the matter."

"The front train was still in motion
when you ran into it?"

"Well, it had slowed up considerably,
but was not stationary."

Whitfield Wheaton, the flagman on the
Dover express, accompanied his injured
conductor, Jerry George, to the hospital
at Hoboken.

Capt. Kelly, of the Jersey City Sec-
ond Precinct Police, with fifty men,
remained on the scene until 1 o'clock, when
the tracks were cleared and traffic re-
sumed.

At noon President Samuel Sloan, of
the Lackawanna Company, at his office,
25 Exchange place, was in direct tele-
graphic communication with the General
Superintendent of the Company, who
had hurried to the scene of the wreck
by special train.

"I got a report from the General
Superintendent," said President Sloan to
an "Evening World" reporter, "stating
that fifteen dead bodies had been taken
from the wreck. The only names of the
dead thus far received are contained in
this despatch from our General Super-
intendent."

The despatch mentioned read as fol-
lows:

"Reported that M. J. Rimmer, E. Wor-
rell and Mr. Ferguson and Mr. Fisk, of
West Summit, N. J., are dead. Will get
names of dead and injured soon."

Crozier Calls on Gilroy.

Richard Crozier called on Mayor Gilroy at
the Mayor's office this afternoon, and remained
long enough to let the reporter see him. Crozier
said he was going to the city to see
that he got on the safe with others, as stated.

Weather Forecast.

The weather forecast for the district from
midnight to 12 M. to-morrow is as follows: Cloudy
and foggy today, followed on Tuesday by cloudy,
foggy weather, with occasional light rains; sta-
tionary temperature; variable winds, mostly
westerly.

The following record shows the changes in the
temperature during the morning hours, as in-
dicated by the thermometer at Perry's phar-
macy:

8 A. M., 51.6 A. M., 54.9 A. M., 57.1 12 M., 49

AFTER OTHER POLICEMEN.

Peddler Blackmailers in Three

Down-Town Precincts.

Indictments Expected for the Sus-
pects Now Under Arrest.

Formal charges will to-day be made
by Supt. Byrnes to the Police Commis-
sioners against Roundman Downs and
Patrolmen Kenny and Larkin, who have
been arrested charged with blackmailing
peddlers of the east side.

Supt. Byrnes declined to say this morn-
ing whether any other police officers
would be arrested on charges of black-
mail. He spent an hour in consulta-
tion with east-side vendors and after-
wards left Headquarters with two of
his detectives. Later he appeared at the
District-Attorney's office to arrange for
the presentation of testimony in the
cases of the two patrolmen and round-
man who were arrested Saturday.

An indictment is expected to-day or
to-morrow.

A number of peddlers from the Fourth
Ward straggled into Police Headquarters
about 10 o'clock this morning. They
were there, they said, to keep an ap-
pointment with Supt. Byrnes. Inspector
Williams saw the peddlers and told them
to return later in the day.

It is said that another policeman from
Capt. Schultz's command, the Delancey
street station, is sure to be arraigned in
court within a day or two.

The evidence which Supt. Byrnes ex-
pected to present from the peddlers will al-
ready, it is said, in the arrest of police
in the Oak and Leonard street stations.

A pedler, who is fearful of losing a
position he holds if his name appears in
print in connection with the subject,
said this morning:

"The Greek peddlers for the most part
belong to a Greek society downtown,
and each week they pay into the treas-
ury of the society a certain sum of
money which goes towards securing
police protection.

FELL SIXTY FEET.

Two Men Hurled from a Defective
Scaffold in Brooklyn.

Joseph O. Saruan, thirty years old, of
154 Third street, Brooklyn, and Christo-
pher Scholt, twenty-eight years old, of
414 Third-seventh street, were at work
on a swinging scaffold above the sec-
ond story of a new building at the cor-
ner of Fulton and Jay streets, Brooklyn,
shortly after noon to-day when an iron
clasp holding the scaffold gave way and
the two men fell.

Saruan fell on a plank on the sidewalk
and Scholt was precipitated to the sub-
sidiary sixty feet below. Scholt, who was
seriously injured, was removed to the
Brooklyn Hospital. The other man was
coped with a slight scratch on his hand.

MORE FIRING AT RIO.

Desultory Fighting, with Little
Damage to Either Side.

(By Associated Press.)

RIO JANEIRO, Jan. 15.—There was
a general engagement yesterday between
the rebel ships and the Government
forces.

The encounter was of a desultory na-
ture, the firing being at long range,
and no serious damage was done to
either side.

MAY BARROWCLIFFE BETTER.

It Has Been Decided Not to Disturb
Her for a Week.

Miss May Barrowcliffe showed signs
of regaining consciousness this morning.
The fever from which she suffered Saturday
has subsided, and the physicians believe
that she is in a fair way to complete
recovery.

It has been decided not to disturb her
for another week.

MANAGER HANLEY FINED.

It Will Cost Him \$100 for Not Re-
porting for Jury Duty.

Judge Beach, in the Supreme Court,
to-day fined Mart W. Hanley, manager
of Harrigan's Theatre, \$100 for refusing
to obey a jury summons.

Hanley, it is alleged, was summoned
to appear in court for jury service last
Friday. He failed to do so, and was
then notified to report to-day.

To-day, when the names of the jury
were called, and Hanley failed to an-
swer, Judge Beach imposed the fine as
stated.

TWO NAMED FOR OFFICE.

Crosby and Seeley to Have Police
Department Berths.

Police Commissioner Wilcox, who will
succeed Commissioner Hayden on Feb. 1,
to-day announced that he would ap-
point William Crosby as accountant in
place of Thomas Carroll, and Frederick
M. Seeley to succeed Stephen Powell as
property clerk.

Both men are members of the Lincoln
Club.

HELD FOR INFANTICIDE.

Margaret Garvey Charged with Mur-
dering a Child.

Margaret Garvey, of 31 Sixth street,
Jersey City, was a prisoner in Justice
O'Donnell's court this morning, charged
with infanticide.

She acknowledged having thrown the
body of a child into a vault in the rear
of her premises, but claims it was born
dead. She was held.</